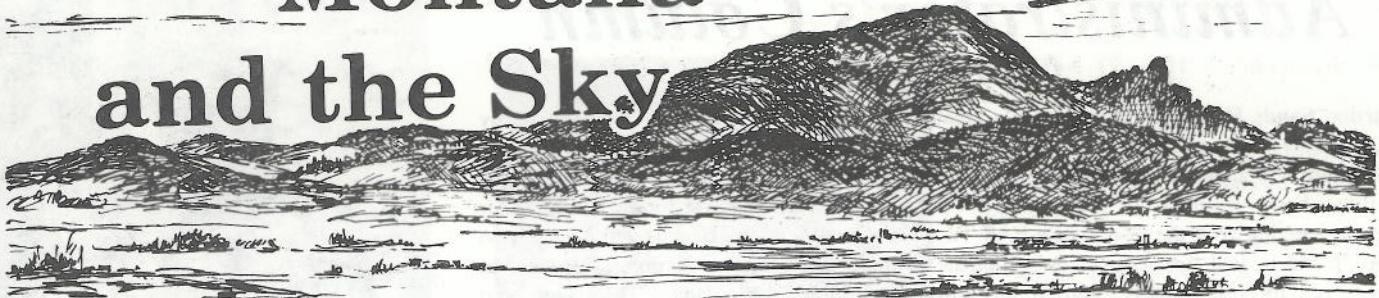


Montana and the Sky



Vol. 40, No. 4

MONTANA AERONAUTICS DIVISION

April 1989

MORRISONS HONORED AT HELENA AIRPORT

Ann Smoyer, chairman of the Helena Airport Board, recently presented Bitty Herrin and Jeff Morrison Certificates of Appreciation for 58 years of continuous service at the Helena Regional Airport. Morrison Flying Service is the oldest Fixed Base Operator in Montana and equals the age of any in the Northwest states.

Morrison Flying Service was founded by Red Morrison in 1931. Prior to moving to Helena, Red Morrison was a pilot for William Randolph Hearst. Red Morrison was instrumental in getting the Helena Airport certified and served as airport manager for a period of years. He served as a Montana State Representative and as a Montana State Senator. During World War II, he was an



Jeff Morrison and his mother Bitty Herrin were honored by the Helena Airport Board for their years as owners/operators of Morrison Flying Service.

instructor pilot in the B-26 bomber. He was killed on Christmas Eve in 1942.

Bitty Morrison/Herrin took over the business after her husband's death. Bitty Herrin served on many aviation committees and boards, including secretary of the Montana Pilots Association, executive secretary of the Montana Aviation Trades Association, regional vice president of the National Aviation Trades Association, and the board of directors of the International Northwest Aviation Council.

Morrison Flying Service trained many pilots during and after the war under the CPT and GI bill programs. More than 100 of their pilots have become commercial airline captains, including Jack Waddell,

chief test pilot for the Boeing 747.

Jeff Morrison has managed the Flying Service for many years and has not only been very active in aviation but has contributed significantly to education in Helena and throughout the state. He has served for 13 years on the state Board of Regents, including serving as chairman; received the Governor's Citation for contributions to education; and was a member of the Helena School Board.

Morrison Flying Service received the Lynch Award for FBO of the Year in 1987 and has received Certificates of Appreciation from the Federal Aviation Administration.

The Helena Airport Board expressed their appreciation for Morrison's excellent record as an airport tenant.



Ann Smoyer, chairman of the Helena Airport Board, presents Jeff Morrison with a special Certificate of Appreciation at a ceremony in Helena.



A Certificate of Appreciation is presented to Bitty Herrin by Ann Smoyer.

Administrator's Column

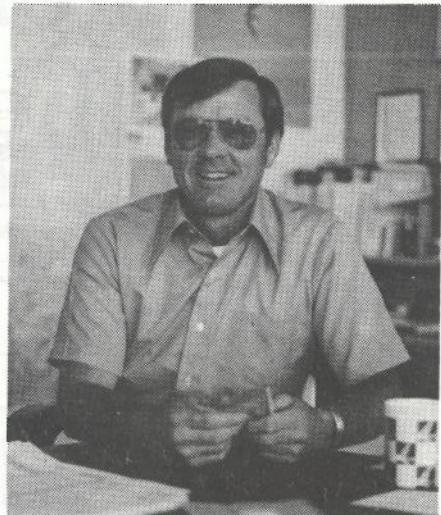
Gordon Sands Honored. It was with a great deal of pride and honor that I was asked by AOPA representative Ray Costello to present Gordon Sands with the AOPA Special Citation. The award was announced during the awards luncheon at our Aviation Conference last month in Butte; however, the actual plaque was not presented. I was in Havre for an Essential Air Service meeting with the Governor's EAS Task Force and Senators Baucus and Mitchell on April 1 and invited the Senators to participate in the presentation to Gordon. Gordon was recognized for his timeless contributions towards aviation in Montana. This is covered elsewhere in this publication. My sincere and humble congratulations to Gordon who is so deserving of this recognition.

* * * * *

General Aviation Liability Insurance. Congressman Dan Glickman of Kansas has introduced the same bill (H.R. 1307) which the House Public Works Committee passed last year. The bill would place a 12-year limit on the manufacturers liability and would absolve the manufacturer if a defective condition could have been corrected had an FAA airworthiness directive been complied with. The federal courts would have jurisdiction over liability cases. There are 73 cosponsors to H.R. 1307. Senator Nancy Kassebaum, also of Kansas, has introduced a similar bill (S. 640) in the Senate. If you have any strong feelings on what the liability insurance is doing to destroy general aviation, you should contact our Montana Congressional delegation and urge them to support these two bills.

* * * * *

Northwest Chapter of AAAE Meeting. I attended the annual Northwest Chapter of the American Association of Airport Executives conference which was held in Bozeman April 5 - 7, 1989. NWAAAE membership consists of airport executives, consultants, engineers, and states in the northwest region of the U.S. and Alaska. Ted Mathis, Bozeman airport manager, was the conference chairman, and I would like to take this opportunity to congratulate and thank Ted for an excellent educational program. I know that Ted's staff and Airport Authority should also be recognized for their hard work and support.



1989 MONTCANASKA AIR TOUR

Yes, I am interested in participating in a 1989 MONTCANASKA Air Tour. Please put my name on a mailing list so that I may be informed as plans progress.

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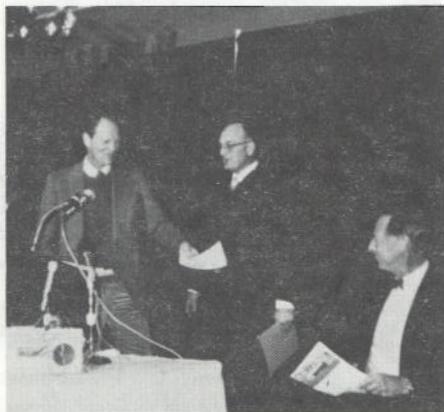
59604."

EAS CONTINUES TO BE AN ISSUE

The issue of adequate federal funding for the Essential Air Service Program continues to concern rural communities which depend on subsidized air service.

Two recent meetings underscored this concern. A hearing on EAS issues in Billings on February 17, 1989, was chaired by Montana Congressman Ron Marlenee. Participating in the hearing at the invitation of Congressman Marlenee was Congressman Larry Coughlin, Pennsylvania, House Minority Whip.

On April 1, Senator Max Baucus brought Senate Majority Leader George Mitchell to Montana where they met with the Governor's Essential Air Service Task Force in Havre and discussed EAS concerns with a crowd assembled at the airport.



Pictured above are: Fred Lark, Lewistown, media relations chairman for the National Committee of Cities and States for Airline Service; John Rabenberg, Wolf Point, chairman of the Governor's Essential Air Service Task Force; and Rep. Larry Coughlin, Penn., House Minority Whip.



Senator George Mitchell, Maine, Senate Majority Leader.



Rep. Marlenee uses a map of Montana to outline for Rep. Coughlin the EAS cities and distances involved during an EAS hearing in Billings on February 17.



John Rabenberg visits with Sen. George Mitchell during a break in the EAS meeting in Havre April 1.



Senator Max Baucus, Montana.

CALENDAR

May 19 - 21 - Benchmark Work Session (Tentative).

May 20 - Montana FSS Pilot Refresher Seminars - Billings, Butte, Bozeman, Cut Bank, Great Falls, Lewistown, Miles City, and Missoula.

June 12 - 30 - Aerospace/Aviation Education Teacher Workshops.

June 24 - Airport Dedication Fly-In and Air Show, Baker.

July 8 - 9 - Montana Centennial Air Show, Gallatin Field, Bozeman. Featuring the Thunderbirds.

July 14 - 16 - Schafer Meadows Work Session.

July 21 - 23 - Family Fly-In Flight Safety Expo, Coeur d'Alene, Idaho.

July 23 - Aug. 3 - EAA Fly-In Convention, Oshkosh, Wisconsin.

July 30 - Flathead Centennial Air Show, Glacier Park International Airport, Kalispell. Featuring the Thunderbirds and five other acts.

Aug. 4 - 6 - MAAA Antique Fly-In, Three Forks.

GALLATIN FIELD APPROVES JUMPER DROP ZONE

The Gallatin Airport Authority has approved a new drop zone for skydiving at Gallatin Field. The new drop zone is located between runway 03/21 and Taxiway H. This drop zone is authorized for experienced jumpers only.

For more information call Gallatin Field at 388-6632.

FSS TO OFFER SEMINARS

The various Flight Service Stations in Montana will be conducting Pilot Refresher Seminars in their communities on May 20, 1989, from 9:00 a.m. until noon.

Topics to be presented will include: how to obtain a good pilot weather briefing, thunderstorms, density altitude, and how to access an AFSS.

The Seminars will be held in Billings, Butte, Bozeman, Cut Bank, Great Falls, Lewistown, Miles City, and Missoula. Check with your local FSS for the exact location in each community.

MONTANA AVIATION AWARDS PRESENTATIONS



For his special contributions to Montana aviation, Gordon Sands, Havre, was recognized by AOPA during the Conference. Here he is presented with a certificate by Ray Costello, AOPA Regional Representative.



The presentation of AOPA's Special Citation plaque to Gordon Sands was made by Montana Senator Max Baucus and Mike Ferguson in Havre on April 1. The Citation reads in part, "For your lifelong contribution to aviation in Montana. Your exemplary airmanship for over 60 years serves as a shining model to all of us in aviation. We recognize with gratitude your contributions...."



Ray Costello makes the presentation of an AOPA award to Harry Fallis, Regional Manager of Aviation Safety for Transport Canada. Fallis was honored for his contributions to aviation and aviation safety not only in Canada but Montana as well. He has been a popular concurrent session speaker at each of the five Montana Aviation Conferences.



The recipient of the 1989 Jack Van De Riet Flight Safety Award is Mike Strand, Kalispell. Strand was honored for his many contributions to aviation safety in the state. Mike Ferguson makes the award in the absence of Ray Van De Riet, who was unable to attend the Conference.



Honored with the Lynch Award as FBO of the Year is Aerotronics of Billings, owned by Steve Vold and Martin Elshire. Presenter is Mike Strand.

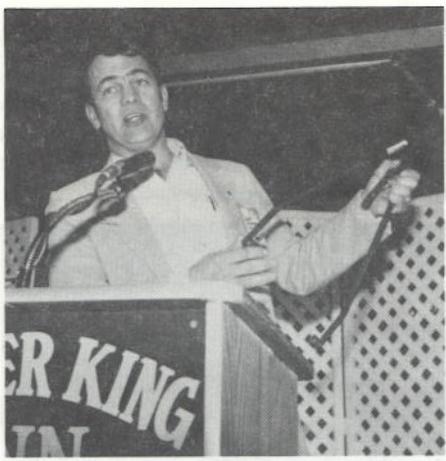


Dave Gates, new MPA president, awards the Junior Pilot of the Year to Dave Snell, Butte. Snell is a private pilot and student at Montana Tech in Butte.

Receiving the MPA's Senior Pilot of the Year award is Willy Rimby, Lewistown. Rimby has been actively involved in Montana aviation for many years and is the owner/operator of Skycraft, an FBO in Lewistown. He is a past recipient of the MATA's FBO of the Year award.



Receiving the President's Award from John Dove is Brenda Spivey. Spivey, station manager for ERA Airlines in Anchorage, was recognized for her involvement and dedication in aviation and aviation careers.



Due to a "small problem" with a tow bar, Tom Johnson, Cut Bank, received the MPA's Bent Prop award. He makes an attempt to explain his way out of it during the awards luncheon at the Conference.

BRIDGER YOUTH WINS VAN DE RIET SCHOLARSHIP

Troy Gaylord of Bridger, Montana, is the 1989 recipient of the Van De Riet flight scholarship. This scholarship is presented each year to a student seeking a career in aviation.

The Van De Riet scholarship was set up as a memorial to Jack Van De Riet by his wife Ruth. It is an award of \$200 to be used to help defray costs of flight instruction.

Gaylord is enrolled in the aviation program at Rocky Mountain College in Billings and is employed part time at Corporate Air.



AERONAUTICS DIVISION HOSTS FIRC



The annual Montana Aeronautics Division Flight Instructor Refresher Clinic was held February 17 - 19 in Helena with Gait's Teaching Seminars instructing. Pictured above are some of the 40 CFIs attending the seminar.

RECREATIONAL PILOT'S CERTIFICATE APPROVED

The FAA has announced that it is establishing a new, more restrictive certificate for pilots who want to fly only for sport and recreation.

The holder of such a certificate will have certain restrictions on the types of flights they may make, but there will be less training and, thus, expense involved in obtaining this certificate. It is intended for the pilot who only wishes to fly in his local area for recreational purposes.

The limitations for such a certificate holder are:

1. Only flights within 50 nautical miles of the airport where flight and ground instruction were received;
2. Daytime VFR flights only with a minimum of three miles visibility and when ground visual contact can be maintained;
3. Aircraft limited to single engine with a maximum of 180 horsepower, a fixed landing gear, and no more than four seats;
4. No more than one passenger can be carried on a flight, and no flying for hire;
5. Flights will be limited to altitudes below 10,000 feet MSL and are banned in airspace requiring communications with air traffic control.

The minimum flight hours required for a recreational pilot certificate will be 30 hours. Fifteen hours of dual instruction are required as part of the 30 hours, and the student must pass a written exam prepared by a flight instructor.

Another FAA rule change will mandate that recreational pilots and non-instrument rated private pilots successfully complete an annual review from a flight instructor until they have accumulated 400 flight hours.

LIVINGSTON FSS GOES PART TIME

Effective April 23, 1989, the Livingston Flight Service Station will be closed from 4:00 p.m. to 8:00 a.m. local time.

Pilot weather briefing will be assumed by the Great Falls Flight Service Station, phone 800-874-4202. Tie-in station duties will be assumed by the Bozeman Flight Service Station. Phone them at 388-4242.

SAFETY CLINICS AND SCHOOL PROGRAMS OFFERED THROUGHOUT STATE

A cooperative effort between the Montana Aeronautics Division and the FAA has produced aviation safety seminars and aviation careers programs in schools throughout Montana. Fred Hasskamp, chief of the Division's Safety and Education Bureau, and Jim Cooney, FAA Helena FSDO Accident Prevention Specialist, have traveled to many of Montana's communities for pilot safety presentations and school careers programs. Often the program has included local FSS or control tower managers. In addition, many school groups tour the Helena Airport facilities, guided by personnel from the Aeronautics Division. The photos below were taken at safety seminars and Montana schools.



Cut Bank



Lewistown - sponsored by MPA, CAP, Skycraft, and Central Air Service.



Havre



Missoula



Aviation careers program at Cut Bank High School.



Career awareness airport tour, Montana Aeronautics Division, Helena.

DON'T LET YOUR GUARD DOWN!

By: John Alex, ATC Manager
Billings Tower

(This article is a true scenario of an error that actually occurred in our state. The runway and aircraft numbers have been changed as were the FBO name. This is not written to point blame, but to make us all aware of what may or can happen when we as pilots or controllers let our guard down - even just a little bit.)

The day was clear, the temperature moderate, traffic was routine at ABC Airport.

1751:40 ABC tower, approach, inbound. Approach, ABC tower go ahead. 10 north is Cessna 24123, touch and go. Radar contact Cessna 24123

1756:40 ABC ground control, this is Cessna 4CA with Bravo at the XYZ ramp, heading 250, alt 6500, taxi. Cessna 4CA, ABC ground taxi to runway 26, squawk 0256. Cessna 4CA roger.

1759:15 ABC ground this is Cessna 56241 XYZ ramp with Bravo heading 170 alt 5500, taxi. Cessna 56241, ABC ground taxi to runway 26, squawk 0257, caution the snow blower working near Alfa 3 intersection. Cessna 241 roger, got him in sight.

1800:40 ABC tower this is Cessna 24123, five north, right base runway 26. Cessna 123, ABC tower roger cleared for the option runway 26. Cessna 123 roger.

1802:20 ABC tower this is Cessna 241 ready for takeoff. Cessna 241 tower hold short landing traffic. Cessna 241 roger.

1803:07 Cessna 241, tower, taxi into position and hold. Cessna 241 roger.

1803:30 Tower Cessna 123 is going around, we have an aircraft on the runway ahead of us. Cessna 123 tower roger.

What you have just read constituted an ATC operational error by a control tower. One alert pilot kept this error from being a serious accident by observing the aircraft in front of her, on the runway, and taking action to prevent the accident.

You might ask, what happened here? How come the controller put the aircraft 241, into position and hold with an aircraft on final? If we back up a little, you will recall that when the ground controller taxied the second aircraft 241, he told the aircraft to

"caution the snow blower." In reality, the snow blower was throwing snow high enough to block the view of the ground controller to an intersection behind the blower. Cessna 241 taxied behind the snow blower and stopped at the obscured intersection to do his runup.

When Cessna 241 called the tower for takeoff, the controller looked to the runway approach end and saw Cessna 4CA leaving the runup area for the approach end, thinking this was Cessna 241. But it wasn't! When Cessna 123 crossed the threshold, the controller told Cessna 241 to taxi into position and hold, thinking he was the aircraft at the approach end. He wasn't! Cessna 241 taxied into position on runway 26 at Alfa 3 intersection without looking toward the approach end to hold. Thus the error occurred.

What can we as controllers and pilots learn from the above scenario? What were the factors that caused this incident to happen? How can we prevent a similar situation from happening again - here or anywhere else?

Factors contributing to this error include:

1. The ground controller did not observe Cessna 241 taxi to and stop at the Alfa 3 intersection.
2. Snow blowing was in operation on and near the intersection.
3. The aircraft, Cessna 241, was white with yellow trim.
4. The ground controller was called by the weather observer on the landline, just as 241 taxied from parking.
5. Cessna 241 did not request an intersection departure nor was he instructed to taxi to the intersection.
6. The tower controller did not assure that the aircraft he taxied into position was the one at the approach end.
7. Positive separation was not assured by the tower controller.
8. The tower controller was called again by the approach controller as Cessna 241 was taxiing into position.
9. Cessna 241 did not check the runway before taxiing into position.
10. Controllers on ground control were changing positions and briefing each other on what was happening.

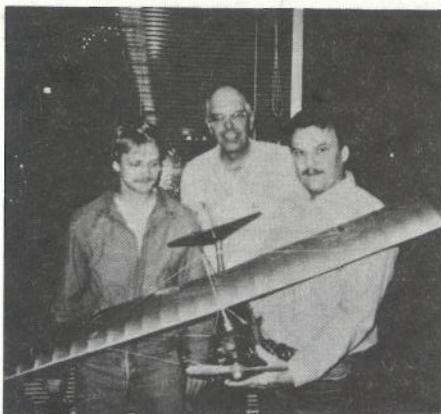
As indicated above, there can be a number of factors that can divert our attention from what is happening at the moment. We let distractions avert our

attention from the reason we are here - the safe and orderly usage of our airspace, controlled and uncontrolled. We sometimes forget the basic things we were taught as student pilots and developmental controllers - that we are the ones that make this system safe. Each of the factors cited above are addressed in the handbooks, either regulatory or discretionary, to the pilot and controller.

Corrective actions that may be accomplished might include:

1. Counseling of the individuals involved, both pilot and controller.
2. Addressing the responsibilities of all involved.
3. Reviewing controller handbooks on separation standards.
4. A review of the Airmen's Information Manual (AIM) paragraphs 220, 230a, and 230b.
5. More attendance at safety seminars sponsored by FBOs, the Flight Standards District Office, and the Montana Aeronautics Division.

BLUEBIRD MODEL DISPLAYED



Pat Kenney (left) displayed his model of the National Bluebird at an EAA meeting held in Billings February 22. Kenney worked from pictures and from information obtained through research done by John Schlaht (right) also of Billings. Schlaht has been in contact with the Smithsonian and other museums and the FAA in the course of his research. He is looking for plans or remains of one of the airplanes. Only a few were ever built. They were manufactured in Billings in 1935. Center is Larry Larson, Molt, an active member of the Yellowstone Chapter of EAA.

FAA ISSUES CERTIFICATES

PRIVATE

Eli Harman	Kalispell
Larry Hornby	Helena
Ronald Duffy	Bozeman
Debbie Marks	Glasgow
David Williams	Havre
Robert Felt	Billings
Mark Getty	Billings
Joe Horel	Rudyard
Robert Pierson	Miles City
Jeff Smith	Arlee
Terry Surratt	Billings
James Traule	Missoula
Roger Watson	Seeley Lake
Billy Wood	Billings

COMMERCIAL

Carl Eidness (Balloon)	Reserve
Robin Johnson	Billings

INSTRUMENT

David Flamand	Butte
Stephen Graves	Lavina
Kim Mongeon	Great Falls
Richard Brady	Kalispell
David Harvie	Cut Bank
David Lageson	Bozeman
Kenneth Pankratz	Frazer
Donald Parrott	Roundup
David Young	Whitefish
Mark Mamuzich (Multiengine)	Conrad

ATP

Andrew Taylor	Fort Benton
Perry Walter	Billings
Thomas Melton	Billings

INSTRUCTOR

Thomas Thompson	Billings
Walter Warner	Boulder
Andrew Taylor	Fort Benton
Harry Anderson	Missoula

Kyron Hall (Rotor) Great Falls
Timothy Pfahler (Rotor) Helena

INSTRUCTOR MULTIEGINE

Thelma Bullinger	Billings
Richard Burger	Helena
Gaylord Case	Billings
Charles Koehler	Kalispell
Andrew Taylor	Fort Benton

INSTRUCTOR INSTRUMENT

Wallis Pederson	Glasgow
Gary Wagner	Billings

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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